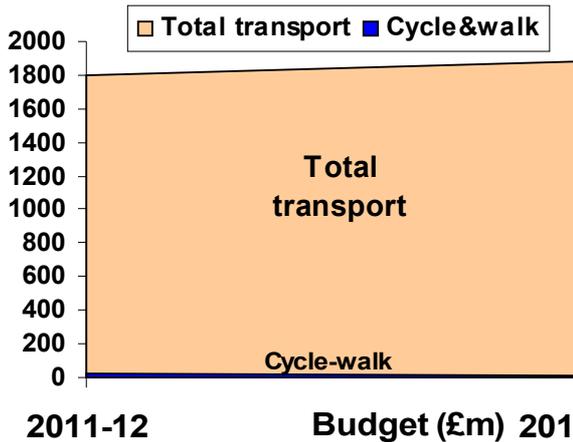


# CYCLING AND WALKING : a Scottish Government 2012-13 disaster

The Scottish Government draft 2012-13 budget, now being consulted on, is a disaster for walking and cycling. Total transport spending rises from £1804m in 11-12 to £1884m in 12-13, thanks to a near £100m boost for trunk roads and motorways from £558m to £655m. **In contrast to that huge and growing total, the meagre sums devoted to active travel are being slashed.**

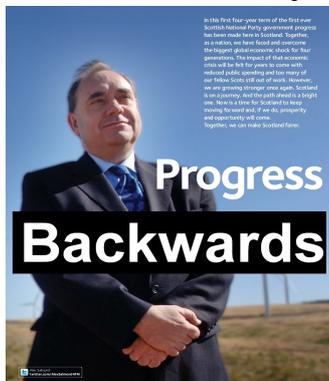


The budget is too high-level to identify cycle /walk investment exactly, but we estimate it will *at best* be cut from its meagre 11-12 £20m to just £15m in 12-13. The cuts seem set to hit Sustrans infrastructure work with councils particularly hard. If CWSS funds are scrapped [opposite] the effect will be even worse.

**Growth in trunk road spending, astonishingly, is over 6 times the total invested in active travel.**

## MANIFESTO NO

The draft budget devastates the SNP Holyrood election manifesto of just 6 months ago.



**Manifesto promise:** “*increase the proportion of transport spending on ...active and sustainable travel*” [our emphasis]

**Budget reality:** this proportion will not even remain static – it will be cut from roughly 1.1% to a near-invisible 0.8%.

**Lobby your MSPs about the budget - and remind them about the SNP manifesto!!**

## WHY FUND WALKING/CYCLING? ... the government already knows why!!

- It was **government** who set a 2020 target of 10% of trips by bike [Cycling Action Plan for Scotland].
- Government knows the **emissions** reasons - they **included the 10% cycle target** as a milestone towards statutory emissions targets in *Low Carbon Scotland*.
- Government knows the **public health and obesity** reasons - **they included the 10% cycle target** in the national strategy to combat obesity.
- Admittedly they haven't bothered to study the **employment** reasons; yet cycle projects are much more effective than trunk road projects in jobs terms.

The equivalent of **one small/medium £10-£20m trunk road upgrade** in one small part of Scotland would fund **multiple cycle projects in every Scottish local authority**, meaning safe and welcoming active-travel infrastructure for everyday work, shopping, leisure and school trips for many thousands of people – not to mention the extra construction and maintenance jobs compared to roads.

## CYCLING WALKING SAFER STREETS

One of the 2 main active travel funding streams is CWSS, allocated to local authorities on a per-capita basis. The budget leaves CWSS for discussion with COSLA, with a final decision in early December.

CWSS is the **basic building block** in assembling local active travel infrastructure/promotion budgets. Council officers are now adept at using it to secure additional matched funds from outside bodies like Sustrans, Europe, trusts, and others. **Its loss would devastate local active travel provision.**

**Please ask COSLA & MSPs to retain CWSS**

## WHAT COUNCIL OFFICERS TOLD US

“CWSS/Sustrans grants are vital for cycle project delivery” ... “Without ring-fenced funds it is unlikely government targets will be hit” ... “Reduction in Sustrans funds appears contrary to the government's own aims” ... “CWSS facilitates match funding” ... “Direct cycle/walk funding is of utmost importance.”

**FURTHER INFORMATION** ... for evidence, references, and more officer quotes, see [www.spokes.org.uk](http://www.spokes.org.uk) for the Spokes 2012-13 Scottish Parliament budget submission, Spokes Bulletin no.111 and quotes at documents : technical : survey.

# SPOKES the Lothian Cycle Campaign

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